



POPULATION:

90,887

SQUARE MILES:

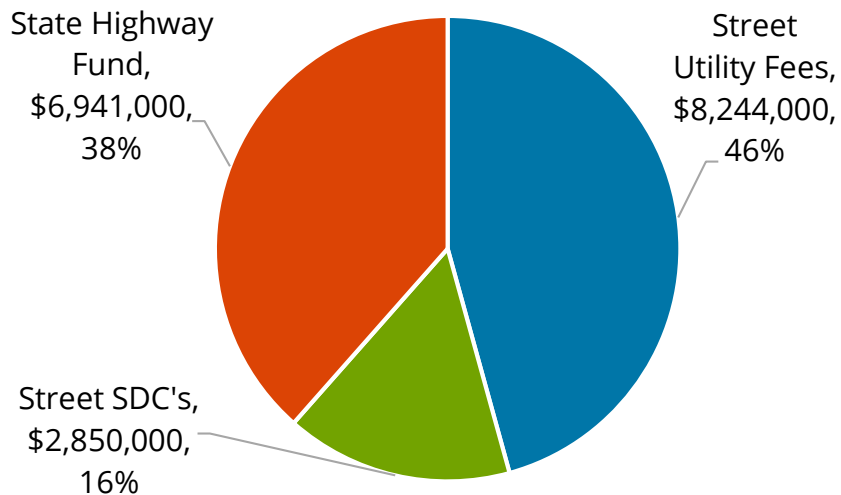
27.7

Infrastructure:

- **Lane Miles:** 774
- **Bridges/Structures:** 13
- **Traffic Signal:** 122
- **Street Lights:** 7,736
- **Stormwater System Miles:** 191

CITY BACKGROUND:

Total Transportation Street Revenues (FY 2024) = \$18,035,000



SUMMARY OF UNMET NEEDS:

Unmet Operations and Maintenance Needs: Operations and Maintenance needs for traffic signals, bridges, signs, striping, pavement, and lighting require an additional \$2.15M per year to maintain current conditions. This does not address deferred maintenance of the transportation system and bringing the system into acceptable condition.

Deferred Maintenance: The City needs an additional \$7.08M per year to address deferred maintenance and to bring pavement condition and other transportation assets into acceptable conditions.

Pavement Maintenance: Current spending for pavement maintenance is \$3,025,000/year, pavement analysis shows the City should be spending \$4,200,000/year JUST to maintain our current pavement condition.

Capital Improvement Needs: There is a \$551M funding gap for capital improvement projects identified in the City's 20-year Transportation System Plan. Annually the City needs an additional \$7.2M in Capital Improvement funds to address capacity and safety transportation issues.



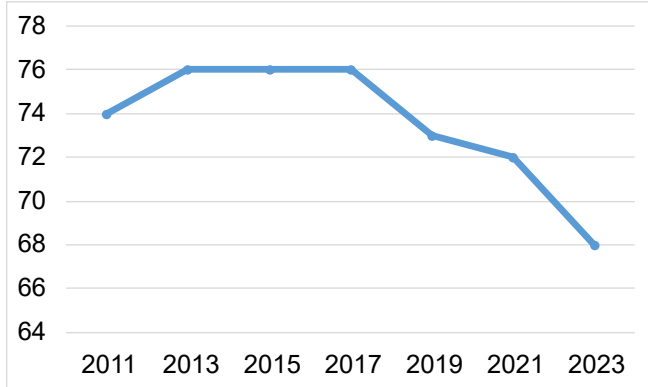
PREVENTATIVE MAINTENANCE PRIORITY:

Medford strongly embraces a preventive maintenance strategy for pavement management where lower cost treatments like thin-lift overlays, slurry seals and chips seals are prioritized to prevent more costly rehabilitation and reconstruction pavement treatments.

We are steadily falling further and further behind in our ability to complete these cost-effective treatments which extend a road's pavement condition at the lowest life-cycle cost. A primary source of City revenue to complete pavement maintenance is the City's portion of the State Highway Fund.

ROAD CONDITIONS TREND

MEDFORD'S PAVEMENT CONDITION INDEX = 68

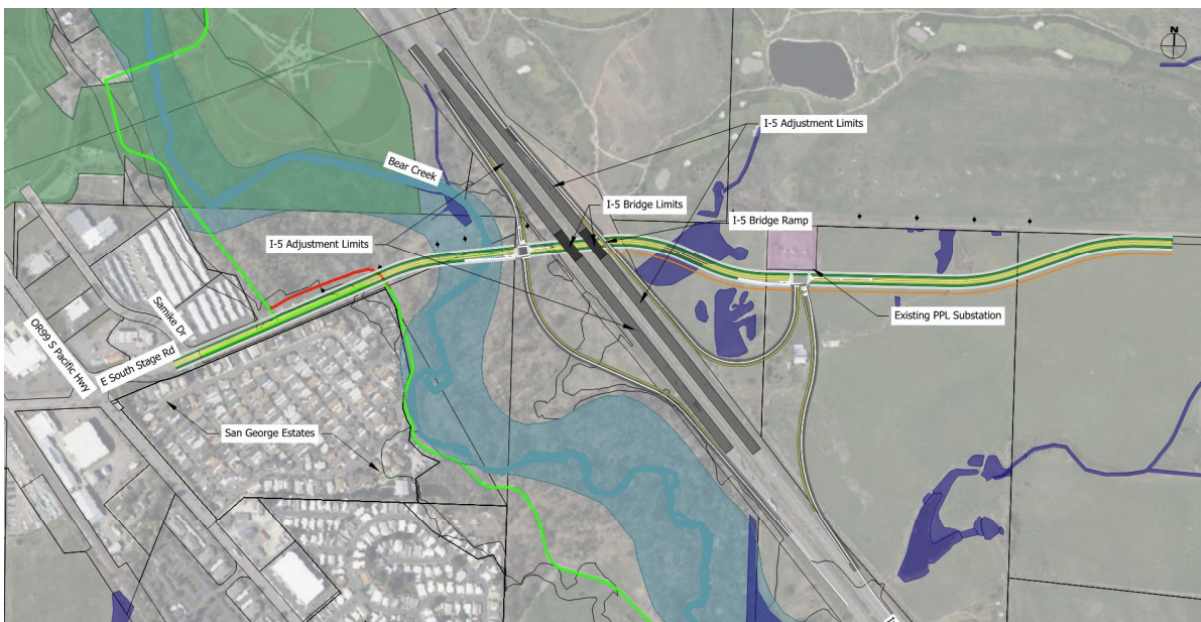


ADDITIONAL REVENUE BEYOND STATE HIGHWAY FUND

Total 2024 Non-State Highway Fund	\$17,812,750
• Transportation Utility Fees	\$8,244,000
• Street System Development Charges	\$2,850,000
• Storm Drain Utility Fee (dedicated to storm drain maintenance only)	\$6,570,000
• Storm Drain System Development Charges (dedicated to storm drain improvements only)	\$148,750

MEDFORD PRIORITIES

- Operations and Maintenance Funding:** Sustainable O&M revenue to focus on preventative maintenance to avoid costly reconstruction projects and to address the City's deferred maintenance back log.
- ADA Ramp Funding:** Currently the City is using pavement maintenance revenues to comply with the Federal American with Disabilities Act to complete sidewalk curb ramps. This is having a negative impact on our pavement condition and additional revenue is needed to comply with this federal requirement.
- South Stage Road Interchange:** Heavy congestion at Exit 27 is creating a very serious daily safety issue on Interstate 5 where stopped traffic backs from the interchange onto the mainline of I-5 mixing with 55+ MPH traffic. Without additional east/west connections over Interstate 5 and a potential new interchange this serious safety issue will continue and planned development and growth in the south Medford area will exacerbate this problem. Next step in the project is funding a NEPA Study at an estimated cost of \$4M.



The South Stage Road Overcrossing / Interchange is needed to address current and future housing needs in SE Medford. Without this improvement, severe safety and congestion problems will develop at the existing Exit 27 and will curtail needed housing develop. This project is currently not funded by ODOT or the City of Medford.

City of Hermiston

Transportation Priorities



Where Life is Sweet

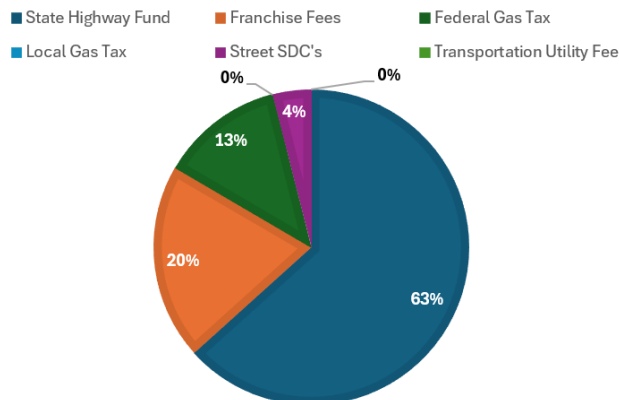
POPULATION:
20,322

SQUARE MILES:
8.4 Square Miles

Infrastructure:

- Lane Miles: 180
- Bridges/Structures: 3
- Traffic Signal: 3
- Street Lights: 1,414
- Stormwater System
Miles: 17.2
- Stormwater Underground
Injection Control (UIC)
Facilities: 347

TOTAL TRANSPORTATION REVENUES (FY 2024) = \$2,496,799



Total Transportation Revenues available for Operations and Maintenance (\$2,398,126)

SUMMARY OF UNMET NEEDS:

Stormwater Quality Compliance Costs: Regular street sweeping is a major component of meeting stormwater quality compliance requirements. Hermiston has deferred additional sweeping equipment/staff. Although the city's population has doubled since 1990, sweeping resources have remained constant.

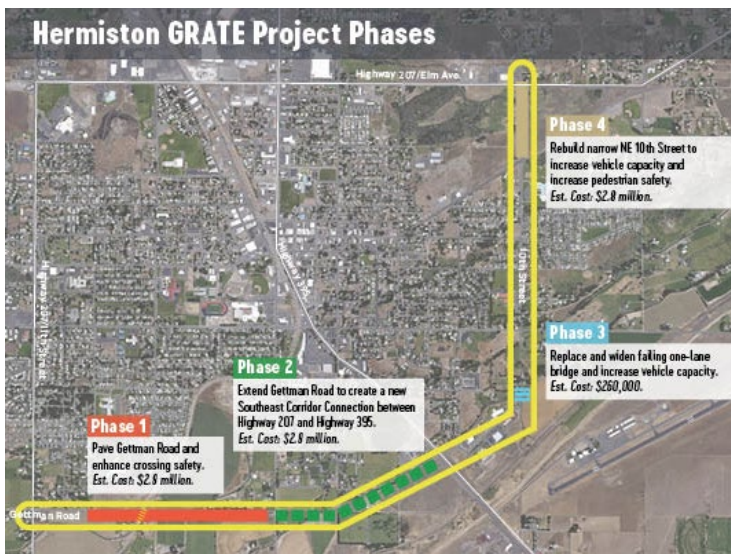
Stormwater Facility Maintenance: Drywell cleanouts have been relegated to a response as-needed.

ADA Compliance: Hermiston's sidewalk/curb-ramp replacement plan is almost entirely un-funded.



HB2017 Earmark: N 1st Place

- Roadway deemed "Failed" in 2014
- Main North/South alternative to US Highway 395
- No existing pedestrian facilities (sidewalk)
- \$4.5M Total Project Cost = 180% of annual Street Revenue
- HB2017 Dictated No Construction Until 2023
- Lead Time Allowed Coordination with underground utilities
 - Utilities Paid: Water & Sewer Main Replacements
- Fully re-built 3,400LF of Failing Roadway
- Installed 3,200LF of new sidewalk



ADDITIONAL REVENUE BEYOND STATE HIGHWAY FUND

Franchise Fees (\$501,000/yr): As the commercial/services hub for the region, Hermiston City Council, in 2017, chose to increase Franchise Fees by 33% & dedicate that to transportation as an equitable way of capturing funds from residents as well as those who come to Hermiston to shop or work.

Local Gas Tax (\$0/yr): Hermiston's proximity to several large bulk fuel stations on the freeways outside of city limits greatly limits the potential for meaningful local gas tax revenue.

Utility Fee (\$0/yr): Heavy reliance on Franchise Fees is seen as a more equitable collection method than a regressive utility fee.

HERMISTON'S PRIORITIES

1. Operations & Maintenance (O&M) Funding:

Sustainable O&M revenue, focusing on preventative maintenance to avoid costly repairs & addressing the City's deferred maintenance backlog.

2. OR207 & N 1st Intersection Realignment:

Challenging geometry requires \$4M realignment, equal to 2-years of City Transportation Budget.

3. Geer & Harper Rail Crossing Enhancement:

Legacy alignment limits passenger & freight movement & lacks any pedestrian facilities.

4. Gettman Road/Railway Alternative Transportation Enhancement (GRATE):

Historic active rail line limits the growing city of 20,000+ residents to just 2 full-length East-West crossings. GRATE will construct a new connection between OR207 & US395 and rehabilitate a failing bridge and constrained roadway.



E. Theater Lane Extension

Local Public Investment efficiently dove-tailed with private investment to construct a half-mile new roadway connection in to undeveloped residential area of UGB. Coordinated with utility extensions in to NE Hermiston UGB area. Catalyzed construction of 200+ Housing units to-date and 500+ now in active development pipeline. Roadway construction paid 100% through use of local Franchise Fees directed toward transportation construction projects.

Street Project Example Related to Economic Development & Housing

Bend, Oregon

Transportation Priorities



CITY OF BEND

POPULATION:

106,184

SQUARE MILES:

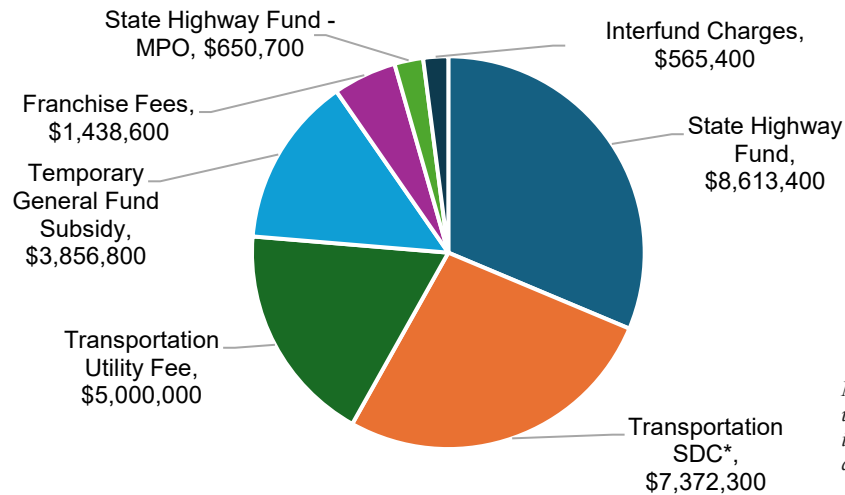
35 Square Miles

Infrastructure:

- Lane Miles: 936
- Bridges/Structures: 31
- Traffic Signal: 34
- Roundabouts: 48
- Street Lights: 2,765
- Stormwater System Miles: 73.5
- Stormwater Underground Injection Control (UIC) Facilities: 7,349

CITY BACKGROUND:

TOTAL TRANSPORTATION REVENUES (FY 2025) = \$27,497,200



Total Transportation Revenues available for Operations and Maintenance, including Street Preservation Projects (OM&P) (FY 2025) = \$20,124,900

SUMMARY OF UNMET NEEDS:

- **Funding Gap for New Programs and OM&P Costs:** Transportation System Plan recommended new or expanded programs (i.e., safety, pedestrian, bike) and new OM&P costs for planned transportation facilities result in an estimated \$6M/year funding gap.
- **Deferred Maintenance:** The City has a 5-year deferred maintenance backlog of \$81.8M, mostly due to failed roads needing \$63M in full reconstruction, not covered in the current OM&P budget.
- **Capital Improvement Projects:** There is a \$274M funding gap for capital improvement projects identified in the 2020 20-year Transportation System Plan.
- **Additional OM&P Needs:** Traffic signals and aging bridges require an additional \$36M (\$13M for traffic signals and \$23M for bridges), not included in the above figures.



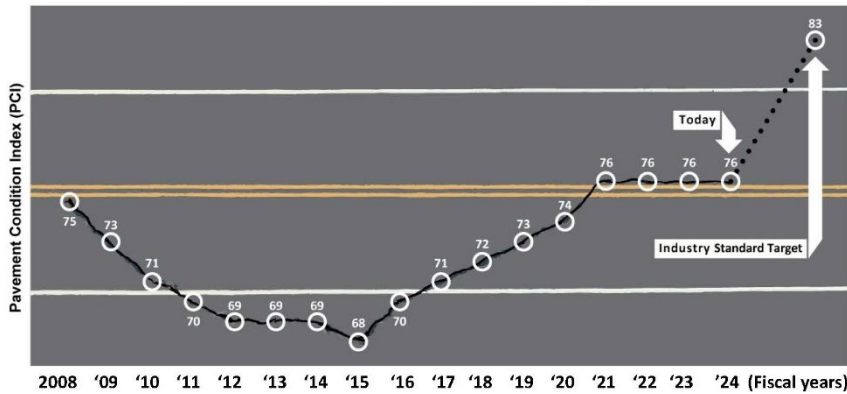
Elements of Street Preservation Projects:

- **Program Management:** Prioritize and select streets and treatments within limited resources and budget.
- **Synergy Opportunities:** Coordinate with other O&M work and projects.
- **Minor Repairs:** Address potholes, root heaves, and crack sealing before the project.
- **Concrete Repairs:** Ensure ADA curb ramps, curbs, and sidewalks comply with paving project standards.
- **Project Preparation:** Conduct street sweeping and vegetation clearing.
- **Safety Enhancements:** Review striping and legend layout for multimodal opportunities.
- **Public Outreach & Communication**
- **Project Construction**

ROAD CONDITIONS TREND

Bend's Pavement Condition Index = 76

Total Street Conditions 2008 – Today



ADDITIONAL REVENUE BEYOND STATE HIGHWAY FUND:

FISCAL YEAR 2025 NON-STATE HIGHWAY FUND TOTAL = \$11,511,500

- TRANSPORTATION FEE = \$5,000,000
- TEMPORARY GENERAL FUND SUBSIDY = \$3,856,800
- FRANCHISE FEES = \$1,438,600
- BEND METROPOLITAN PLANNING ORGANIZATION (MPO) = \$650,700
- CHARGES FOR SERVICES = \$565,400

BEND'S PRIORITIES

1. **Operations & Maintenance (O&M) Funding:** Sustainable O&M revenue, focusing on preventive maintenance to avoid costly repairs and addressing the City's deferred maintenance backlog.
2. **Empire Ave. Interchange Improvements:** Reconfiguring travel lanes, widening, and signal upgrades to increase safety and reliability.
3. **Continue Multi-Modal Buildout:** More resources are needed to complete the low-stress bike and pedestrian network for better connectivity and safety, as well as ensuring alignment with OHNA and CFEC rulemaking and serving future housing needs.
4. **Colorado Ave. Ramps:** Intersections at both interchanges are already over-capacity and improvements are critical for multi-modal safety and reduced congestion; the need is more acute with forthcoming housing development in the area.
5. **Powers Road Interchange:** Grade-separated interchange or overcrossing at the last parkway stoplight between Bend and Redmond is needed for free-flowing traffic and reducing pedestrian injuries and fatalities.



STREET PROJECT EXAMPLE RELATED TO ECONOMIC DEVELOPMENT AND HOUSING

The Purcell Boulevard extension / infill, funded by the Transportation GO Bond, completed a vital north-south route connecting housing, commercial and medical facilities. This extension includes sidewalks, improved hospital access, and reduced cut-through traffic on surrounding local streets. The project was built in an area that opens up some of Bend's higher density housing opportunities.

Contact: David Abbas, Director Transportation & Mobility Department, Ph: 541-610-3743, Email: dabbas@bendoregon.gov
Bendoregon.gov

City of Albany

Transportation Priorities



POPULATION:
57,997 (July 2023)

SQUARE MILES:
17.75

INFRASTRUCTURE:
Lane Miles: 403.79

% Arterial: 11%
% Collector: 13%
% Local: 76%

Bridges/Structures: 40

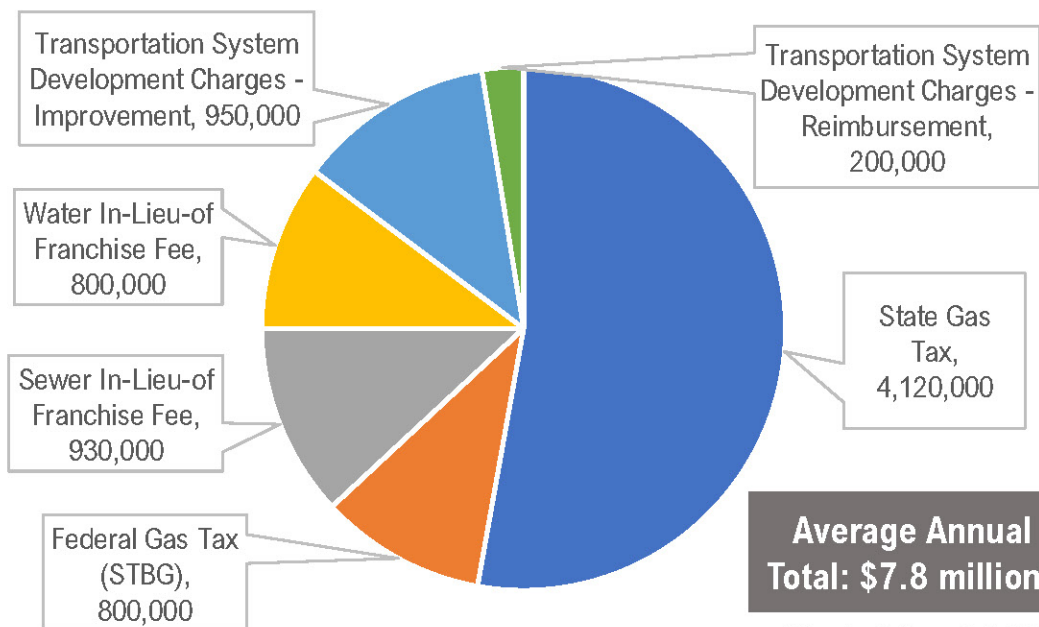
Traffic Signal: 21

Street Lights: 3,100+

Stormwater
System Miles: 215

CITY BACKGROUND

AVERAGE ANNUAL TRANSPORTATION REVENUE (FY 2018-2023)



* Funds all Capital, O&M, and Planning costs. Average O&M budget is \$3.1 mil/yr.

SUMMARY OF UNMET NEEDS:

- Albany cannot fully fund capital street projects each fiscal year. Funds are saved in the Street Reserve with major street capital projects completed approximately 3 of every 5 years. Albany would need an additional \$1.5 million per year of dedicated funding to complete major capital projects on arterial and collector streets identified every year.
- In order to bring all city streets in Albany to a condition of fair or better and keep them at that level over time, an additional \$12.8 million per year would be required each year for 40 years.
- In the last 5 years, the city's street operations and maintenance program has seen items such as striping materials increased up to 30%. Capital costs for road reconstruction have increased from \$7.1 million to \$12.6 million per mile in that time, an increase of 80%.



Queen Avenue shown after reconstruction, restriped to create a bicycle lane buffer on this heavily traveled street that fronts a large middle school and a large high school.

QUEEN AVENUE:

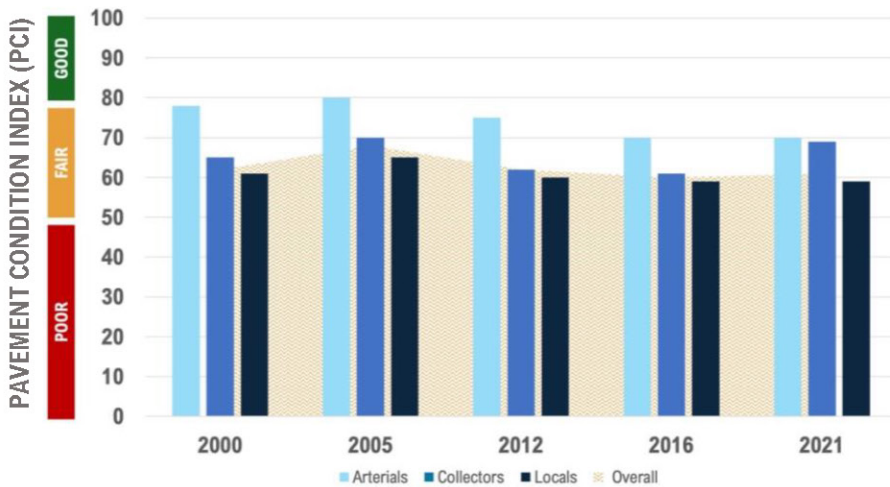
City Limits to Pacific Boulevard

This project included approximately 5,600 linear feet of asphalt pavement rehabilitation on Queen Avenue SW in Albany between the city limits and Pacific Boulevard, and on Elm Street between 16th and 18th Avenues. In addition to reconstructing the travel lanes, the project replaced 60 curb ramps with ADA-accessible ramps and repaired some sidewalks. The project did not replace all curbs, gutters, or sidewalks which would have significantly increased costs. Street improvements cost \$3.8 million. 1,500 lineal feet of 8-inch to 18-inch stormwater pipes were replaced at an additional cost of \$361,000.

ROAD CONDITIONS TREND

Albany's focus has been maintaining arterial and collector streets. Local street condition as a whole is fair; however that is skewed by a large volume of new local streets built with recent residential development. There are as many local streets in failed condition as in excellent.

STREET CONDITION BY CLASSIFICATION OVER TIME



REVENUE BEYOND THE STATE HIGHWAY FUND

Federal Gas Tax (STBG): competitive funding available through the Albany Area Metropolitan Planning Organization for arterial & collector streets only

Water and Sewer In-Lieu-Of Franchise Fees: funding from city water and sewer funds for use of the city's right-of-way for these utilities; modeled after franchise utility fees; currently 7% of revenues

Transportation System Development Charges – Improvement: funding from development projects based on the current Transportation System Plan; funding varies with the level of development; can be used only on growth-related projects in the city TSP

Transportation System Development Charges – Reimbursement: funding from development projects based on the current Transportation System Plan; funding varies with the level of development; can be used on any transportation system project

ALBANY'S PRIORITIES

SAFETY.

Adequate operational funding to maintain and repair aging traffic signals, install additional signaled pedestrian crossings, perform emergency repairs of streets, and repair curb ramps to meet ADA requirements.

IMPROVE PAVEMENT CONDITIONS TO FAIR OR BETTER.

Historically, only arterial and collector streets were prioritized for overlay and reconstruction. Albany is attempting to establish a sustainable local source of funding to improve street condition on local streets.

SECURE FUNDING TO ADDRESS UNFUNDED NEEDS.

Significant gaps in the transportation network limit the development of available residential and industrial lands. Albany is pursuing funds to construct these critical road segments. Other needs include sidewalk infill, bridge repairs, bike/ped improvements, and more.

UPDATE TRANSPORTATION PLANS.

Changes to land use patterns requires updates to the Transportation System Plan to reflect current and future demand. Targeted studies such as corridor analyses are also critical to address pain points in the transportation system.

Critical Street Project Would Support Increased Housing & Economic Development



The 53rd Avenue Extension is a \$28 million project that would connect Highway 99E to Ellingson Road, including construction of an at-grade rail crossing. This critical project would open 242 acres of vacant industrial land and over 685 acres of residential land to development, with the potential to create upwards of 3,000 housing units and 2,000 family-wage jobs. Additionally, vacant commercial land could support needed food, medical, and other services in South Albany.

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